say it is half the magnitude of the average engine torque M applied and is directed opposite to the latter. The additional torque pulse I has a duration which corresponds to half the period of the load cycle oscillation. For controlling the pulse, for example, torque information from the engine electronics is used. Alternatively, the control of the pulse may also be derived from the change in rotational speed. The period of the load cycle oscillation (also referred to as load change vibration) may be determined, for example, from vehicle condition data such as the throttle position, the engine speed, the road speed, the clutch state, and the engaged gear. A central processor determines the oscillation period based on this information. This is described, for example, in GB 2,305,743 initially mentioned, to which express reference is made.

Please insert at page 12, after line 13, the following paragraph:

--A central processor 10 is shown schematically in Figure 1, with inputs 11 for determining the period of the load cycle. The central processor includes a logic device which controls the torque pulse so that it lasts half the period of the load cycle oscillation. These features have been omitted from other drawings for simplicity.--

IN THE CLAIMS:

Claims 1, 4, 5, 16 and 21 are amended as follows:

1. (Amended) A method for the reduction of load cycle oscillations in the drive train of a motor vehicle, the method comprising:

detecting a change in an available torque in the drive train of a motor vehicle, said change causing a load cycle oscillation having a period,